wreck is not recognized by the contracting parties. On the centrary, not only in time of peace, but in time of war, (if unfortunately it abound arise,) if a vessel belonging to one of the two nations should be wrecked or suffer damage on the ceast or in the waters of the dominions of the other, (unless it contain moops, or munitions of war, or some other indication of a hostile intention) those who are shippercaked shall receive for themselves, for their vessels and goods, the same aid and protection that they would receive if they were citizens of the nation where the secident may happen; but they shall be subject to the payment of the same duties and costs of salvage as it may be the usage and custon to exact from citizens in such cases. If the repairing of the reseal require that the whole or a part of the cargo be disembarked, they shall pay no more duties, charges, or imposts for the whole or a part of the cargo bunded, when they come to embark it sgain, than would be paid by a vessel of the nation on whee soil the cargo was landed. It is, however, agreed, that if, while the vessel he undergoing repairs, the cargo be landed to the cargo be landed. paid by a vessel of the hatton of wangs soil the cargo
was landed. It is, however, agreed, that if, white
the vessel be undergoing repairs, the cargo be landed
and kept in any place, destined for the deposit of
goods which have not paid duties, the cargo shall remain subject to the expenses and costs that are legally due for storage.

ART IX. The cinicens of each of the contracting

main subject to the expenses and costs that are legally due for storage.

Art IX. The cinzens of each of the contracting parties may, from any port whatever, dispatch vessels and merchandise embarked in them, although they are, or may become, enemies of the other. The citizens referred to may also navigate with their vessels and merchandise, and trade with the same liberty and security, although it be known that they are from the countries, perts, or places of enemies of one of the two contracting parties, without opposition or disturbance of any kind whatever; and they may pass not only directly to neutral ports and places from ports and places of the enemies aforesaid, but also from a place belonging to ote enemy to a place belonging to another enemy, whether both be under the jurisdictions—provided that such ports or places be not at the time actually beinged or blockaded by sea or by land. And, as it frequently happens that vessels clear for a port or place belonging to an enemy, without knowing that it is blockaded by sea or by land, it is agreed that every vessel that shall be in such circumstances, shall be compelled to withdraw from said port or place, but she shall not be detained, nor shall any part of her cargo be confiscated, except it be contrabund, unless when already cognizant of the blockade or siege, she again attempts to enter; on the contrary, she will be permitted to go to any other port or place that may be deemed proper, and that is not blockaded or beauged by rea or land. No vessel of either of the two contracting perties that may have entered into such port or place before it was actually blockaded or beauged by indor sea, shall either be prevented from withdrawing from such place with the cargo, nor shall an embargo be laid upon her corror, if it be found in raid place after its reduction and capitulation; but, on the contrary, it shall be restored to its owner.

found in raid place after its reduction and capitulation; but, on the contrary, it shall be restored to its ewner.

ART. X. With the object of defining what shall be considered contraband of war, it is declared that there shall be comprehended under this denomination powder, saltyster, rockets, fusees, bombs, balls, grenades, lances, battle-axes, swords, belts, pistols, loolsters, saddles, cavalry equipments, caonous, mortars, their carriages and beds, and, generally, every description of anns, munitions of war, and instruments piculiar to the use of troops. All these articles, whenever they are destined for any port of any enemy, shall be, by this act, declared contraband and subject to confiscation, but the vessel in which they are embarked, and the rest of the cargo, shall be considered free, and in no wise subject to confiscation because of the other prohibited goods, whether they belong to the same master or to another.

ART. XI. It is admitted as a principle that the flag covers the goods, and every thing on board vessels belonging to citizens of one of the contracting parties is to be considered free and lawful commerce, even though all the cargo or a part of it belong to the enemies of one or the other, always excepting contraband articles. It is agreed also that the same liberty be extended to those persons who may be on board a free vessel, in such manner that, although they be enemies of one or the other country, they cannot be taken from said free vessel, unless they are soldiers in the actual service of the enemy.

Art. XII. It im of war, vessels belonging to citizens of one or the other of the contracting parties, which have been cleared for a port belonging to an enemy of either of them, and with respect to whose voyage and articles of cargo there are good grounds for suspicion, shall be liable to exhibit as well on the highsees as in ports or roads, not only their pa-sports, but also their certificates that they have nothing which is contraband according to the present treaty.

Art. XIII. And, t

high seas as in peris or roads, not only their passports, but also their certificates that they have nothing which is contraband according to the present treaty.

Art. XIII. And, to prevent captures on slight snapicions, and the injury arising therefrom, it is agreed that when one country is engaged in war, and the other maintains a neutral position, the vessels of the neutral party shall be provided with passports and clearances, that it may be seen that they really belong to clitzens of said neutral nation, which clearances thall be valid for any number of voyages, but must be renewed annually, if the vessels return to their country within a period of twelve months. If the vessels have a cargo on board, they shall be provided not only with the aforementioned passports or clearances, but also with manifests, signed by competent authorities, setting forth what contraband merchandise they have, if any; but, besides those, no other documents of any kind shall be exacted from them—former usages and ordinances to the contrary not withstanding. And if it appear, from the said manifests, that there is no contraband merchandise on board, the vessels shall be permitted to pursue their voyage. Moreover, if the manifests declare that there is contraband merchandise on board, and the captain of the vessel shall offer to deliver it up, the offer shall be accepted, and the vessel shall be at liberty to continue her voyage, unless the quantity of contraband merchandise be greater than can be conveniently received on board the vessel of war or privateer; in which case the vessel may be conducted to a port for the delivery of the same. If any vessel should not be provided with the passports or certificates required by the present article, a judge or some competent tribunal shall take cognizance of that fact; and if it appear from other documents or proofs, admissible according to the law of nations, that the vessel had not be confiscated, but set at liberty with her care, excepting contraband merchandise, and the passport, die

Ant. XIV. Whenever vessels are captured or detained on the supposition that they are carrying contraband merchandise to the enemy, the captor shall give a receipt of the papers on board the vessel that he detains, accompanying it with a list of the said papers; and it shall not be iswful to break or to open the hatches, or the cheets, trunks, bales, barrels or tuns found on board, or to move even the least pertion of the merchandise; unless it be that the cargo is landed, and in the presence of competent mes, who shall take an inventory of said merchandise; which merchandise cannot be sold, exchanged, or in any way slienated, except after legal proceedings, and a competent judge or judges have pronounced against it sentence of confiscation.

indge or judges have pronounced against it seatence of confiscation.

ART. XV. And in order that proper measures may be adopted with respect to the vessels and cargoes, and to prevent theits, it is agreed that it shall not be lawful to remove from any captured vessel, the captain, commander, or supercarge of the same, while the vessel remains at rea, after the capture, or while proceedings are pending against her, her cargo, or anything relating to her. And in all cases in which a vessel belonging to citizens of one or the other party is captured or put under embargo and detained for adjudication, her employes passengers, and crew shall be treated with hospitality. They shall not be imprisoned, nor deprived of their clothing, nor of the possession and use of their money, if this does not exceed \$500 spiece for the captain, supercargo, and pilot, and \$100 spiece for the sailors and passengers.

ART. XVI. It is further stipulated that only such ART. XVI. It is forther stipniated that only such tribunals shall take cognizance of prize cases as are established for that purpose in the country to which those prizes which may be made shall be taken. And whenever such tribunsi of either of the parties shall pronounce sentence against any versel, merchandise or property claimed by citizens of the other, the sen tence or decree shall contain the reasons or grounds on which it is founded; and an authentic copy of the entence or decree, and of the whole process, shall be delivered without delay to the commander or areat of said vessel, if he desire it, on payment of legal rates.

ART. XVII. No foreign commander of a privateer, Ant. Avil. As to reign commencer of a privateer, belding letters of marque from any prince or State which is an enemy of one of the two contracting parties, shall be permitted to fit out his vessels in the ports of the other nation, nor to sell his prizes, or in any manner to alterate them; neither shall he buy prodons except what may be necessary for his voyage the nearest port belonging to the Prince or State in which he has received his letters of marque.

ART. XVIII. No citizen of the Dominican Republic ART. AVIII. No citizen of the Dominican Republic shall selicit or receive from any prince or State, that is in a state of war with the United States, any commission or letters of reprisal, for arming any vessel intended to sail as a privateer against the said. United States, against any of them, or against the person or property of any citizen or inhabitant whatever of the United States aforesaid, or any of them. Neither shall.

any citizen of the United States, or of any of them, so-licit or receive from any prince or State, that is at war with the Dominican Republic, any commission or let-ters of reprisal, to arm any vessel intended to sail as a privateer against the said Dominican Republic, or against the person or property of any citizen or inhab-itant of the same whatever, and if any person of either nation shall take such commission or letters of reprisal, such person shall be punished according to their respective laws.

their respective laws.

Ant. XIX. The two contracting parties mutually concede the liberty of maintaining, in the ports and places of commerce of the other nation, Consuls, Vice Consuls, and Commercial Agents of their own places of commerce of the other hatton, Consuls, Yice Consuls, and Commercial Agents of their own choice, who shall enjoy the same privileges, powers, and exemptions as those of the most favored nations. But, if any of them carry on commercial business, they shall be subject, as far as their commercial transactions are concerned, to the same laws and customs as the private citizens of their nation, or the subjects or citizens of the most favored or privileged nation. It is also agreed that each of the contracting parties shall be, however, at liberty to except those ports and places in which the admission and residence of Consuls, Vice-Consuls, or Commercial Agents, may not appear convenient.

ART, XX. Whenever either of the contracting parties chooses for Consul or Consular Agent, in any commercial port or place of the party, a citizen of this lest, euen Consul or Consular Agent, to which the choices is character of foreign Consul, shall continue to be considered a citizen of the nation to which he belongs, and as such subject to the same laws and regulations as the natives of the place of his residence. This, however, shall interfere in no wise with the performance of his functions as Consul, nor with the invividability of the Consular archives.

ART, XXL Said Consuls, Vice-Consuls, and Com-

as the natives of the place of his residence. This, however, shall interfere in no wise with the performance of his functions as Consul, nor with the invisibility of the Consular archives.

ART. XXI. Said Consuls, Vice-Consuls, and Commercial Agents, are authorities for the examination, arrest, detection, and imprisonment of deserters from merchant vessels and vessels of war of their country. For this purpose they shall have recourse to the competent tribunals, judges, and employés, and shall reclaim in writing said deserters, proving, by the exhibition of the register of the vessel, by the roil of the crew, or by other proper documents, that such individuels formed a portion of the crew; and when the reclamation shall be thus sustained, the delivery shall not be refused. When such deserters are arrested, they shall be put at the disposition of the said Consuls, Vice-Consuls, or Commercial Agents, and they shall be detained in the public prison, under the care and charge of those who rectain them, until they are restored to their country by a vessel of their own nation, or any other. But if they are not sent away within three months, counting from their arrest, they shall be set at liberty, and shall not be arrested again for the same cause. Not withstanding, if it be found that the deserter has committed any crime or offense, his delivery shall be deferred until the tribunal before which his case is pending shall have pronounced sentences, and it has been executed. ART. XXII.—The citizens of each of the contracting parties shall enjoy in the territories of the other the right to acquire, occupy, buy, inhearl, lease, bequated, or transmit, by any title whatever, their goods and property of every class, as is permitted or may be permitted by laws and treaties to the citizens of the most favored nations—the possession, distribution, and succession of said property being regulated by the laws of the country in which they are situated, and enjoying the same protection, and being subject to the same taxes and impost

Agents, will deliver up to justice the individuals of either nation, who, being accused of the crimes enumerated in the following article, and of having committee them within the jurisdiction of the party making the requisition, have found an asylum, or shall happen to be, in the territories of the other. But this shall not be done except when the fact of the perpetration of the crime is in such manner proved, as that if it had been committed in the country where the accused persons are, their arrest and delivery to the tribunals would be legal.

ART. XXIV. According to the stipulations of this agreement, persons accused of any of the fol-

ART. XXIV. According to the stipulations of this agreement, persons accused of any of the following crimes shall be delivered up to wit: Voluntary homicide, assassination, parricide, infanticide and poisoning, or an attempt to commit those crimes; rape, emission of counterfeit or altered money, emission of documents forged or falsified; arson, thefi, burglary, abuse of confidence committed by public agents or by salaried persons to the detriment of those who employ them, whenever these crimes deserve infamous or corporeal punishment.

ART. XXV. On the part of each country the delivery shall be made only by the authority and mandate of the Executive power; and the expenses that are occasioned in the detention and delivery, by virtue of the preceding articles, of persons accused, shall be paid

preceding articles, of persons accused, shall be paid by the party setting up the demand, or reclamation. ART. XXVI. The stepulations of the preceding articles relative to the delivery of fugitives from instices shall not be applicable to acts committed before the rationation of the present treaty, nor to those of a po-

shall not be applicable to acts committed before the ratification of the present treaty, nor to those of a political character.

ART. XXVII. Vessels of war and steamers of the United States employed by the Government to carry the United States mails shall have free access to the ports of the Dominican Republic for repairs and supplies, to land passengers and their baggage, and for any business whatever pertaining to the public service of the mails of the United States, and they shall not be subject in such ports to any other or greater delays, imposts or charges than vessels of war of the Dominican Republic.

ART. XXVIII. If any of the citizens or inhabitants of either country shall infringe any of the articles contained in the present treaty, said citizens or inhabitants shall be personally responsible, and the harmony and good understanding between the nations shall not be interrupted therefor; and each party solembly promises not to protect the offender in any way, nor to sanction such violation, under pain of making itself responsible for the consequences. It is expressly agreed that if, unfortunately, any of its stipulations should be infringed, in any other way, neither of the contracting parties will order or authorize any act of repraisals, nor will declare war against the other in resentment for the injuries produced by such violation, until the narty considering itself agthe other in resentment for the injuries produced by such violation, until the party considering itself ag-grieved shall have presented to the other a statement or exposition of such injuries or offenses, supporting them by sufficient proofs, and demanded reparation, and that the same shall have been decised or delayed without due causes.

and that the same shall have been decreed or cetayed without due cause.

ART. XXIX. The present Conventions shall remain in force and virtue for the period of twelve years, counting from the day of the exchange of ratifications; and if, twelve months before the expiration of that period, neither of the contracting parties shall have announced to the other, by an official notification, its definite intention, the effects of said Conventions shall be obligatory one year in addition to that time, and so successively, until the expiration of the twelve menths following such notification, at whatever time it be given. It is understood and agreed by both parties that, even if the stipulations of this treaty, so far as they relate to peace and amity, which shall be obligatory on both powers forever.

ART. XXX. The present Treaty of Peace, Amity,

ART. XXX. The present Treaty of Peace, Amity, Commerce, Navigation, and Extradition, shall be ratified, and the ratifications exchanged in the City of San Doningo within ten months, counting from the date of the signing of the same, or before, if it shall

be possible.

In witness of which the Plempotentiaries of the contracting paties have signed the present Convention, and scaled it with their respective scale.

Done in the City of San Domisco, Dominican Republic, this day, the fifth of October, in the year of our Lord, one thousand eight hundred and fifty-four.

J. NEPOMUCENO TEJERA, J. LUIS F. BIDD.

WILLIAM L. CAZNEAU.

CLOSED - Wieslow, Corning & Ca's iron works at the nail factory have been closed, and their work-wee, numbering about 500 persons, are thrown out of en ployment. Burden's factories are still running, but are to be closed next Saturday, for a period of a month or so, to enable the proprietors to make some repairs upon the machinery, buildings, &c., upon the completion of which work will be again resumed on certain cot ditions which Mr. B. deems necessary for his own interest. He cives the men the operatority bis own interest. He gives the men the opportunity of deciding whether they choose to work or remain idie. We understand that, considering the present state of mency affairs, the conditions Mr. Burden has effected his employes are such that they should be most willing to accept, and although it is not known whether they will do no or not, yet it is hoped they will conscier their own interests and secret the alternative of employment. Should Mr. Burden's works be entirely suspended, there will be upward of 1,600 men out of employment at the half at tory, to say rothing of the bandreds more who are decedent upon them for their support.

[Troy Times.]

Canal Lettinos—The Canal Board on the 21st inst., at Syracuse, awarded contracts on the Middle Division of the Eric Canal as follows:
Section No. 157 to Onios Clement and Wesley Estion; section No. 159 to Charles Nichole; section No. 159 to Charles Nichole; section No. 159 to Charles Nichole;

section No. 191 to Charles Nichole; section No. 191 to Charles R. Breed and Airfu N. Strong; section No. 151 to Charles R. Bried and A fred N. Strong; section No. 154 to Henry D. Dannism; Chieretta on sections No. 189 to 175 inclusive, to Charles R. Breed and Adfred N. Strong; road and farm bridge abutanents on sections Nos. 195 to 153 hubilistic to Archibed Bays; road and farm bridge abutanents on sections Nos. 194 to 197 inclusive, to Archibed Hays; road and farm bridge abutanents on sections Nos. 194 to 197 inclusive, to Archibed Hays. Putnam Brook waste weir an section No. 197 to Henry D. Dennisen.

THE STATE OF EUROPE.

Frem Our Own Correspondent. LONDON, Friday, Dec. 8, 1854.

The news from the seat of war is of little importance, though there is a Vienna report that the English have taken a Russian redoubt of nine guns. While the Vienna Lloyd's gives the 28th as the date of the successful movement, the Vienna Presse states that it was on the 25th. Prince Menchikoff's dispatches are to the 27th, and report nothing which could be construed into a confirmation of the report. He says that the allies continue to bombard the fortress: that their fire is slackening, but that the siege-works are not progressing. As to the maritime losses on the 14th by the violent gale, they are tremendous, according to Russian as well as Anglo-French reports. All the medical stores dispatched from England to the hospital of Scutari; all the warm clothing of the English troops, and great quantities of ammunition have perished. The English loss in transports is estimated at one million sterling, without including the damages done to the rigging of the fleet. The French ships Henri IV and Pluton are complete wrecks. and an Turkish three-decker went down with all hands and a full armament. This vast disaster is of course a great hindrance to the energetic pursuit of the siege; and it is now likely that the allies, who are beginning to build huts in the camp, will remain before the fortress, on the small triangle between Cape Cherson, Balaklava, and the mouth of the Chernaya, all through the winter, in order to continue their campaign in the Crimes in spring. The officers are much dissatisfied at this prospect, and croaking is common among them to a fearful extent. Lord Forth, the son of Lord Perth-who fought bravely at Alma and at Balaklava, and distinguished himself there by his gallant behaviorwas ordered, the other day, into the treuches, and refused to go, saying: "That he now clearly "saw they were not sent to Sevastopol in order " to fight and to conquer, but to be killed; and, "therefore, he refused to go again to the "trenches." Lord Ragian did not bring him before a Court-Martial, but told him he had better go home. Lord Forth left the army, and has arrived here; but his father refused to admit him to his presence. Still, Lord Forth's example has since been followed by a more illustrious person. The Duke of Cambridge, who, from the outset, objected to the campaign in the Crimes, is suddenly unwell, and has to come home. At the battle of Inkermanp he was fired at by some Russian riflemen, and came near being shot; but it is not on account of his personal danger that he leaves the army, but because he is opposed to Lord Ragian, and does not approve of his plans. It is the second edition of the quarrel between Prince Napoleon and General Canrobert. Sir De Lacy Evans likewise leaves the army, where dissensions among the Generals seem to be the order of the day. At any rate, Lord Raglan's inconsiderate order of the 25th of October, at Balaklava, and the way in which the responsibility was thrown by him on others, cannot have inspired confidence either in the talents or in the straightforwardness of the Coumanderin-Chief. The battle of Inkermann has certainly dispirited the victorious English army.

The great news of the week is the Austrian

treaty, though nebody knows anything certain about it. It is said, and denied, that it contains an eventual declaration of war against Russia, after New-Year's Day, should peace, in the mesnwhile, not be concluded. It is said, and denied, that England and France have pledged themselves to maintain the integrity of the Austrian Empire; and it is said, and denied, that an auxiliary corps of Austrians is immediately to be put at the disposal of the allies. What is certain is that the diplomatic negotiations between Austria and Russin have not been broken off, and that Austria signed the treaty with great reluctance. It is likewise certain that the signing of the treaty was immediately followed by the ratification of the agreement of the Société Mobilaire for the lease of the railroads and coal mines of Austria, and this was probably the real inducement for the political treaty, which, after all, is nothing but a preliminary step to if signed, will imply a declaration of war against Russia. The Russian party at Brussels does not believe that the time for signing such a treaty will ever arrive; they still reckon on Austria, and not only on her neutrality, but even on her cooperation with Russia. I must confess I can scarcely believe this, though I fully understand all the dangers of Austria in case of a war with Russia.

The treaty with Austria is at the same time to be the life-preserver of the English Government, and especially of Lord Aberdeen, in the parliamentary gale which is expected next week. Lord John Russell has, against parliamentary precedent, invited the Speaker of the House to the Ministerial dipper of the 11th, which is stigmatized by the Tories as a very indecent step, since the Speaker should be kept aloof from every party.

The successor of Knight Hunt in the editorial chair of The Daily News has not yet been appointed. The paper is now conducted by Mr. Weir, the sub-editor, under the inspiration of Harrief Martineau which arrives day by day by the Cumberland post, since she does not leave her retreat at the Lakes. A. P. C.

RAILROAD CONVENTION.

A Convention representing over \$200,000,000 was held on Nov. 28, at Cleveland, by officers of the fel-

beld on Nov. 28, at Cleveland, by officers of the fel-iowing Companies:

Boston and Worcester and Western Railroad, in Massachusetts: New-York Central Railroad; New-York and Eric Railroad; Baltimore and Ohio Rail-road; Philadelphia, Wilmington and Baltimore Rail-road; Ohio and Pennsylvania Railroad; Buffale and Eric Railroad; Cleveland and Eric Railroad; Cleve-iene and Toleso Railroad; Michigan Southern and Northern Indiana Railroad; Chicago and Rock Island, and Peorin and Bureau Vailey Kailroad; Chicago and Aurera Railroad; Cleveland, Columbus and Cincin-chinati Railroad; Cleveland, Columbus and Cincin-chinati Railroad; Cleveland and Pittsburgh Railroad; Columbus and Xeous and Little Mamil Railroad; Cin-cinnati, Hamilton and Dayton Railroad; Mad River Columbus and Xenia and Little Mismi Railroad; Cincinnat, Hamilton and Dayton Railroad; Mad River and Lake Ette Railroad; Lafayette and Indianapolis Railroad; Central Ohio Railroad; Indianapolis and Bellefontaine Railroad; Bellefontsine and Irdianapolis Railroad; Indiana Central and Dayton and Western Railroad; Cincinnati, Wilmington and Zanesville Railroad; Dayton Xenia and Belpre Railroad; Circinnati Railroad; Ohio and Mississippi Railroad; Stenbenville and Indiana Railroad. Sandarky Manafalia and Namari Kultura.

iend Zaresvile and Circinnat Railroad. Only and Mississippi Railroad: Stenbenville and Indians Rail-toad: Sandusky, Marafield and Newark Railroad. This was an adjourned meeting of others hold in this city, Buffale, &c., to arrange concert of action, and equalize tariffs of charges, and other things of general interest to all the companies.

We find the following, among other things, determixed upon:

Discontinuance of the employment of runners to solicit passengers, and to discountenance the employment of such by all roads and steamboat lines, and not to allow any commission, directly or indirectly, for procuring passengers.

This, if rigidly adhered to, will be a blessing to the poor immigrants.

No free pass will be given to any freighter, a return pass to any owner or driver of cattle. Attendants of stock will be carried on the train with the animals, and on no other This regulation creates a hardship to drovers. The

tond obliges the owner to send an attendant, and to take the risk upon himself of the lives of animals. They should take back all such necessary attendants without charge. Although it does not appear in the proceedings, we

happen to know that Mr. McCullom, Superintendent of the New-York and Erie Road, did his best to prevent the passage of this resolution, but he found but

The Convention also resolved that no general pass ought to issue after January 1, by any Company, except to the President, Superintendent, principal Ticket, or Passage and Freight Agents, and Lost Baggage Masters, of roads with which connecting roads have an arrangement.

No pass of one road shall be used by the helder to obtain a pase, by courtesy, of another road. Such passes shall have such directions printed on them.

It was resolved, as the deliberate conviction of the Convention, that the whole system of Free Passes, except as above, ought speedily to be abolished.

Coupen Tickets are recommended, with one for each road, upon which shall be printed. Not over eighty pounds of baggage allowed to one passenger, and no responsibility for over \$100 value, except by agreement, and for extra pay. The road selling the tickets, net to be responsible for losses on any other

Emigrant passenger farcs are fixed at \$11 from Boston or New-York to Chicago, and \$2 50 per cwt. of baggage over 80 lbs. each passenger. To Cincin-

The roads that send the emigrants forward receive ten per cent. out of receipts for extra expenses, and five-elevenths of the total, after deducting the ten

per cent. For shorter or longer distances, the emigrant fare

will be in the same proportion. No runners, bookers, or emigrant solicitors shall be employed, and the Companies all pledge their influence to have each State pass a stringent law to prevent immigrants from being imposed upon by such runners, and particularly to abolish the license system of emigrant runners, as being fraught with imposition and fraud; and they ask all cities and villages where the system exists to join with the Rail road Companies in their efforts to abolish a law that licenses a class of men to impose upon the ignorance

riving upon our shores.

After January 1, no tickets for emigrant passengers will be received by any of the roads, except those regularly issued from the offices of the comp

of the poor and friendless strangers continually ar-

Legislatures should hasten to make it pensi for any person to sell any other tickets to immigrants, or even effer them, under pretense that they would be re-

ceived by the Railroads. FIRST-CLASS PASSENGER FARES, upon either of the four great routes to the West, have been established

	W.P.S	6. 30	ORK TO
22 12 22	marg.		410 5
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Clevelers			DATERL VIA ACRES
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berton	- 50	122	Wallafarraine 12.0
Chicaro	. 44	6.03	Bellefoutaine 18
Indianapolis	. 20	- 60	Dayton, via Santusky 18 0
Chalanati	310	7574	Toledo 16 0
C. M. CHERTON L		-	*
Columbus		327	Louisville, U. S. M. Line 20 5
Shelbe	14	75	Louisville, Ohio & Miss. 21 e
CHESTA	-	MAG	Lauta-Illa Indianasalla 31 fe
Xenia	. 44	450	Louisville, Indianapolis, 21 0

The Convention unanimously adopted a report of a Committee, prepared by Mr. Haupt, of the Baltimore and Ohio Road, and submitted by Messrs. Haupt, Brough, and Vibbard, appealing to the public to sustain the several corporations, and giving the reasons why they have made a moderate increase of charges, and why they should be allowed increased compensation for mail service. The increase originated in imperative necessity; its operation will promote the est interests of the whole community.

best interests of the whole community.

The Report says:

"Railway property has become, in many instances, fearfully depreciated: confidence has been in saired, frands have been perpetrated: reports of compasies are received with distruct, and dividends with suspicion; stocks have become objects of speciation, and few investments are now made in such securities, with any expectation of realizing regular and ser ain dividends. It becomes a matter of serious importance to inquire into the cause of this unfortunate condition of things, and apply the remedy. The interests of railway companies do not alone require it every other interest, dependent for its advancement upon Railway progress, demands that these vitally essential improvements be sustained.

Conspicuous among the causes which have led to the present unfavorable results, may be enumerated the fact, that, in the est mation of Railway Directors, the importance of the present has caused the fature

the fact, that, in the estimation of Kniway Directors, the importance of the present has caused the future to be overlooked. In the desire to secure immediate returns, provision has been neglected for that sure de-terioration which pursues all the works of man, but which stracks, with fearful rapidity, the rolling stock

and superstructure of a railway.

These have been usually the results, rather, of inanother treaty to be signed next year, and which, experience, than design; provision for the future ware was not made because the wants of the future wasce not known; but time has taught the usual lesson; it has made apparent the unwelcome truth that divi-dends have been sometimes declared before they were really carried; that the means, which, if retained, and allowed to accumulate, would have sufficed for and another the community of the business fa-cilities, and kept the community in a sound condition, have, in part, at least, been prematurely distributed among stockholders, and increased debt, loss of cone, depreciation of stocks, or all combined, has cen the consequence of the exposure of these facts. Competition, at prices below the standard of fair enumeration, has been another, and probably the set fatal error, into which Railroad Companies have

Rivalry of this kind confers no real advantage upon the public, the losses incurred are often retrieved by higher charges afterward, and at the best the benefits which would result to one class would be at the ex-pense of another. A temperary and scarcely appre-ciable advantage to the public is sometimes purchased with injury to stockholders, and acute diarress to those who are dependent upon the dividends of Companies for the means of support. It is ungenerous to desire advantages bought at such sarrides. It is unjust to reb one class in the community for the benefit of

The capital expended upon railways is as much en-The capital expended upon railways is as much entitled to a fair return as that which is otherwise invested, and the Directors of a company are in duty bound to protect the intexets of their stockholders, and so to conduct their operations as to realize from the improvement under their charge a just remaineration. At the same time it is freely admitted that where the expenditures have been injudicious, or the capital inflated beyond proper limits, by financial sacrifices, the public should not alone be required to repair the loss, the owners of the property should be content with a smaller proportionate return than they would be entitled to expect on a just valuation.

It is to be observed, in this connection, that other

would be entitled to expect on a just valuation.

It is to be observed, in this connection, that other obligations rest upon railroad companies besides that of protecting the interests of their stockholders. Their roads are conveniences of great value to the public, and public accommodation by their proper use should be considered a duty. These improvements increase manufactures, production, wealth and population; they stimulate industry, and, so long as these results can be secured without less railroad companies should not, and in general will not, refuse secondonation, which the hours of their capacity, to any business who a sevence the general prosperity, even if it

erate increase in the price of passage which has been resolved upon when the contrast their former ac-commodations and rates of fare with those new offered

Fig. 18 few years slace, the journey from Cincinnati New-York, consumed more than a week of valu-ble time, and required as expenditure for fare alone able time, and required an expenditure for fare alone of \$50 not including meals and incidentals, now the jumes, can be performed in 50 hours, at a cost, even with the largest proposed thorease, of less than \$20. It is not proposed that the increased revenue which railload compatites require, to place them in a sound condition, shad be derived entirely from a tax upon the public. A great part of the expected increase will be obtained from reforms commenced at home, by printing off superfluides, excluding all privileged classes from free travel, and limiting expenditures to objects which sound scenomy may approve, and an efficient administration of business render necessary.

The proper compensation to be allowed by the Post.

The proper compensation to be allowed by the Post.

Office Department, for mail service, has occupied the attention of railroad managers for a long time. At the St. Nicholas Convention, of August 15, the sub-

ject was referred to a Committee, whose report contains the following expression of sentiment:

"The operations of the Post-Office Department, tending, as they do, to confer important benefits upon the public, should not only meet with no impediments from transportation companies, but should receive from them every assistance which it is in their power to bestow, not incompatible with the other interests which it is their duty to protect.

"But while they recognize the right of the public to claim reasonable accommodation, your Committee are of opinion that the Post Office Department should not expect the performance of the mal service withcut adequate compensation.

"They do not consider it expedient or right that railroad companies should sacrince the interests of their stockholders, and depreciate the value of the property which they are appointed to protect, by performing any public service at less than cost.

"Your Committee believes that no arrangement can be regarded as equitable that does not recognize the principle of compensation for the services actually performed, taking into consideration the number and weight of mails, the offices to be supplied, the manner of supplying them, the character of the accommodations furnished, and the rate of speed."

It is upon the principles exhibited in this report that railway companies propose to act. They will ask no more from the Department than a compensation which will cover expenses and pay interest on the capital invested in the stock required for the perform-

which will cover expenses and pay interest on the capital invested in the stock required for the perform-

ce of mail service.

The following tariff of freigh	hts was agree	a upon:
New-York or Boston, to let Class.	2d Class	3d Class.
Dunkirk 97	72	542
Buffalc 97	72	54
Suspension Bridge 97 Chicago	1,50	1,20
Cincinnati	1.20	1.00
indianapolis1.62	1.20	1.06
Lafavette	1.43	1.21
Terre Haute 1-57	1.45	1.27
Louisville vià Indianapol'a 1.82	¥1.40	****

Time required to carry freight from Boston or New-York to Lake Erie, six days: Cleveland, eight days; Detroit, nine days; Cincinnati and Indianapolis, ten days; Chicago, twelve days.

No alteration of prices can be made without a conent of all interested.

The next meeting of the Railroad Convention will be held at Pittsburgh on the second Toesday of March

next, when the following matters will be discussed:

1. The police and management of radroads; the control and responsibility of employes.

2. The repairs of roadways and the expediency and extent of rene wal funds.

3. The safety of persons and property in railroad transportation.

transportation.
4. The comfort and convenience of cars and travels thereon.
5. The expediency, extent, and detail of sinking-

funds for the redemption of bonds.

- 6. The interchange and transmission and loss and camage of freight.

Brany H. Erros. Auctioneer—By H. H. Luros & Co. O. N. THURSDAY, Dec. 28, at 1 o'clock, in the gibery o'curst re, No. 18 Nassauet, ILLUS PRATED AND STANDARD WORKS—A choice selection of Annual sud-Gilt Books, margineently Hintertack Works, Standard Books, &c., adapted for New Year's Presents; amount them will be found. The Republican Court, Jerguesius Hindestan, Leaflets of Memory for 1858, Hinnes of American Statesmen, The Correct Album, The Keepeske The Poets of the W. Odf., The Salamadrine Pictorial Book of American Statesmen, the Correct Album, The Keepeske The Poets of the W. Odf., The Salamadrine Pictorial Book of American Statesmen, the Correct Album, The Keepeske The Poets of the W. Odf., The Salamadrine Pictorial Standard Exhibition and Massaine of Art, Hardings's Biographical Memoir, London, interface, Old England's Authors Pictorial Standay Book, Gallery of Besuly &c. Sale to commence at 1 o'clock. The books will be ready for inspection early in the morthing.

lery of Beauty &c. Sear to Accument with be ready for inspection early in the morning.

JONETH HERMAN, Auditioner THURNDAY, Dec. 28, at 10 o'clock A. M., preciely, at 155 Amity between Citaten and Henrysts. Scuth Breecklyn. ELEGANT FURNATURE—A large and septeral assortment of Furniture, mostly made by Thomas needs in his best atvice, comprising a very handsome Suite of machine French plate Fire files. In our proposed to metch, elegant mahogany Chamber Ferniture, maths togs, with Ressigner dysten spring Mattress; tron Bedstead, Tolica, south of the state of t

W. S. MELLOR Auctioneer - By Houghton & Mallor.

TO-MORROW, Thursday, at 10½ o'clock, at No. 113 Sessins at No. 150 Sessins at

Dry Goods.

BATTS.—Agency of the Massic Falls Batting Company NESMITH & CO., No. 71 Broadway.

BLANKETS.—200 cases ribbon-bound family Blankets, from crib also to 11 d and of the Property of the Company of the Property of the Company of the Property of the Company of the C CONTINUATION of the SALE of SILKS, SHAWLS MERINOS VELVETS LADIES CLOPHS, BLANKETS, FLANNELS, LINEN GOODS, &c., &c., &c., rame reduced prices for one week more. at.

No. 43 CATHARINE ST., cor Madison st.

(OSE PRICE ONLY)

OPERA CLOAKS.—MOIRE ANTIQUE, VELVET, SATIN and CLOTH CLOAKS.—GEORGE RRO-DIE, No 51 Canalest, has just received per "Asis" a consignment of magnificent Opera Choase, in Molte Antique, richig trimmed, and of the very latest styles. Also, a few heastiful articles in Dress Cloaks of Moire Antique, Valvet, satin, &c. The ladies are respectfully invited to examine Mr Brodle's splendid stock before purchasing elsewhere.

PROTECTION A GAINST FROSTY

WEATHER

GREAT BARGAINS IN BLANKETS.
WHITNEY and MACK INLY.

GRIB and EVERY OTHER DESCRIPTION OF BLANKETS.
Alto, an immense quantity of
PLAID WOOLEN SHAWLS.
Both Long and Square, including the celebrated
BAY STATE, WATER 600.
EMPIRE STATE, GLASGOW,
And every other make, quality and satisfic.

And every other make, quality and style.

All to be disposed of within the next 10 days.

ATA TREADENDOUS SACRIFICE.

LORD A TAYLOR, Nos 235, 237, 29 and 261 Grand st.,
and new Nos 29 and 261 Grand st.,
and new Nos 29 and 261 Grand st., DRINTS-Light and dark styles, Steams and fadders in great variety, including Shitting Prints, h. for sale by NESMITH & Co., 60 and 71 Broadway.

DRINTS-Steams and Madders, new styles, reoived from the works daily, for sale by NESMITH & Co., Nos 69 and 71 Broadway. SELLING OFF! SELLING OFF!CLOAKS,
SHAWLS, MERINOES,

And all kinds of DRESS GOODS, at LYONS & JONES'S, No. 277 Hudson st.,

(Setween Canal and Spring st.)

N. B.—Embreideries, &c., good Kid Gloves, 2/6. THOMAS STANDLY, (late with A. T. Stew-

As: & Co.)
Manufacturer and Importer of
LADIES' and CHILDREN'S FURNISHING GOODS,
has Removed to No. 351 BROADWAY, New-York.

TICKS, DENIMS and CHECKS-A good se accument just received. For sale by NESMITH & Co., Nos 69 and 71 Broadway.

WHITE ROCK SHIRTINGS.—The Whiterock Wills superfine 37-lach Bleached Cottons also extra surer water twist Cottons unequaled for fineness, perfection and desability. Forsale by NESMUTH & Co., Nos. 59 and 7; Broadway.

W OOLENS-1,500 packages, comprising Clothe Cassimers. Satinets, Jeans. Kerseys, Unasys via, Blankets, &c. For sale by NEBMITH & Co., Nos 69 and 71 Broadway.

Enrniture, &c.

CABINET FURNITURE—Reserved, making the same walled, never and most approved satterns including Favarino, No. 20 tailurations, would respect hits several sate and a large assertiment of good Parlor and Bed more Furniture. Will be said at reduced prices.

LAMPS CAMPHENE &c.La Lumps, Complete, Barning Fluid, Alcanol, Photgone,
the Fatrita Terrentine &c. For eals in quantities to suit purphasers, by CHARLESS FULLER, Manufacturer, &c.,
No. 209 Green wighter, New York.

Drenn Steumers, Dr.

NEW-YORK and CALIFORNIA STEAM-LINE VIA NICARAGUA-A common Tre Negratus Proprietors—The spinodid double ship NGATHEAN Littley T. (2500 runs bard Dullerson will leave four Place N. N. N.

W. S. MAIL LINE for CALIFORNIA, via FRIDAY, Jan 5 mb, at 2 delack P. M. from per fact of Water at, Nur's Elver, will be dispatched the disc seasonable GEORGE LAW, Cappain 19, F. Fat, U.S. N. to concer of Panema who the new and superior steamship JOSDEN ASS.

S. MAIL STEAMSHIP COMPANY—For HAVANA and NEW-ORLEANS—On TUESDAT, n 2, at 2 P M., from pier foot of Warren at., N. R. by the History and favorite steamship EMPIRE CITY, Capt.

. Windle.
Passage can be secured at the Company's office.
Prejain to New Orleans, 30 cents per cable foot.
Shippers will be supplied with blank bills of lading of the me sized by the Company, on application at their office. No ther forms eighted, and no bills of lading will be signed after

our of sailing trivight or passage, apply at the office of the Company 77 West st., cor. of Warren. M. O. ROBERTS.

For tright or passage, apply at the office of the Company, No. 177 West at, cor. of Warren.

M. O. ROBERTS, No. 177 West at, cor. of Warren.

CROMWELL'S BALTIMORE STEAMSHIP LINE—GREAT WESTERN AND SOUTHERN LINE OF TRANSPORTATION.

PARKER VEIN CALEDONIA, LOCUST POINT, MOUNT SAVAGE, JACKSON.

THOMAS SWAN, GEORGES CREEK, TOTTEN.

The above first class sicamers, forming a new Satifment streamship line, of great strength, built expressly for the Raitimore and New York trude will be dispatched for Satismore daily at 4 P M, from pier No. 13. North River.

These scaurers run in connection with the Baltimore and Ohio Raitread and other railreads west and south. The proprietors of this line are determined to make this the cheeped, is not reliable and expeditions freight route for the West. All gnode intended for the West of Santh, consigned to the Company's Agent, A. C. HALL, at Saliturare, will be re-shipped without extra charge. Apply to HENRY S. CROMWELL, corner Washington and Albany-sta. or to Capt JOHN RILEY, Pier No. 13, North River.

THE NEW-YORK and LIVERPOOL UNITED

Per So. 13, North River.

THE NEW-YORK and LIVERPOOL UNITED

STATES MAIL STEAMERS.—The ships composing this
the are the following:

ATLANTIC Capt West. PACIFIC Capt Nyc.

BAUGIC, Capt Comstock. ADRIATIC.

Three ships been been built by contract expressly for Gorcomment service. Every care has been taken in their construction, as also in their engines, to income strength and speed, and
their securimentations for passequarisary unequaled for elegance
and contract. Frite of passage from New York to Liverpool in
first class cabin, 4:137, in secund do. 678; exclusive mee of an
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PROPOSED DATES OF SALKHOUS FROM LIVERPOOL.

FROM NEW-YORK
WEDNE'DAY, Dec. 27, 1854 SATURDAY. Dec. 30, 1854 WEDNE'SDAY, Jan. 10, 1804 SATURDAY. Dec. 30, 1854 WEDNE'SDAY, Jan. 24, 1850 SATURDAY. Jan. 15, 1855 WEDNE'DAY, Jep. 21, 1855 SATURDAY. Jan. 27, 1855 WEDNE'SDAY, Feb. 21, 1855 SATURDAY. Feb. 18, 1855 WEDNE'SDAY, Keb. 7, 1855 SATURDAY. Feb. 18, 1855 WEDNE'SDAY, Keb. 7, 1855 SATURDAY. Feb. 18, 1855

WEDNESDAY Arch. 7, 1985 SATURDAY.... Feb. 24, 1835
For freight or passage, aprily to

EDWD K. COLLINS, No. 56 Wallat., N. Y.

BROWN, SHIPLEY & Go., Liverpool.,

E.G. WAIRWRIGHT & Co., Paris, or

GFO. H. DRAFER. "SYR"

The owners of these ships will now be accountable for gold, eliver, builton, specie, jeweity, precious stones or metals, unless bins of leding are signed therefor, and the value thereof hereis expressed.

pressed.

will please take notice that the ships of this line
erry any goods contraband of war.

LATRIQUIC LINE.—New Line of NEW-YORK and LIVERPOOL PACKETS. This line will be composed of the following new and spiceofid ships, via.:

(ALHUIN. 2.000 time burden... Capt. D. H. Pramas.

S. CLAY. 1.500 time burden... Capt. D. J. Pramas.

W.E. STER. 2.00 time burden... Capt. Geo. S. Hall.

The above vessels have been recently built, and see the largest and most substantial in the trade.

They are commanded by men of experience and shifty. The accommodations are very superior. And every exertion will be made to prunice the confort of passengers and the convenience of shippers. For freight or passengers and the convenience of shippers. For freight or passenger spily to.

SPOFFORD, THESTON & Co., No. 30 Broadway.

Agents in Liverpool—T. GRIMSHAW & Co., No. 16 Gores-Plaza.

FOR CHARLESTON and FLORIDA-Semi-

ON CHARLESTOA and report of the Court of the

UKDAY, Dec. 30

FOR CHARLESTON, S. C.—The superior

For CHARLESTON, S. C.—The superior

commander, will leave Philaderphia for Charleston S. C., on
SATURDAY, December 30, at 10 o'clock A. M. Cabin passage,

22. Apply to

HERON & MARTIN.

No. 374 North Wharves THE BRITISH AND NORTH AMERICAN

For freight or passage ap ply to
E. CUNARD, No. 4 Bowling Greec

THE LIVERPOOL and PHILADELPHIA STEAMSHIP COMPANY intend sailing their favorite steament of the control of the contr

CITY OF MANCHESTER, THORSDAY, 1020 Jab., 1005.

KANGAROO. about THURSDAY, Dec 20, 1854.

KANGAROO. about WEDNESDAY, Dec 20, 1854.

FEMM FIHLABELPHIA. Sellow Saloon berthe. I guiness.

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Including Sisward's Fees

THIRD OLASS PASSENGERS will be taken

from Philadelphia and Liverpool and found in provisions.

From Philadelphia and Liverpool and supporter with the capture of the agents in thiladelphia and Liverpool,

will be forwarded with economy and dispatch.

For frequency and about the consumy and dispatch.

For frequency and about the consumy and dispatch.

For freight or passage, apply to SAMUEL SMITH, Agret, No. 17 Walnet-st., Philad., or No. 7 Breadway, New York, and WithdiaM INMAN, Agent, No. 1 Tower Building, Liverpool,

Steamboate and Bailroges.

DAY'S EXPRESS for NEWARK, N. J., leaves Adams & Co's No 50 Broadway and the office, No 167 Broadway, at 11; A. M and 4; P. M., daily, and will forward Parcels collect Bills, &c., with dispatch.

AMOS DAY, Proprietor.

ONG ISLAND RAILROAD COMPANY—
INTERSET ON BONDS—The Coupons for the Mortgage Bunds of this Company, due let January, 1858, will be
paid on presentation at the City Rador of Broads (1958).

Broads in Dec. 25, 1854 WM S. S. RUSSELL, Treax. NEW-JERSEY RAILROAD-For PHILA-

NEW-JERSEY RAILROAD—For PHILADELPHIA, and the SOUTH and WEST, vis JERSEY
CITY—Utired States Mail and Express Lines: Leave NewYork, 8 and 10 A. M., and 4 and 6 P. M. Through in four
neurs. Second Class. 81: 25 in the 10, \$2.75 in 4, and \$5 in 3
and 10 A. M., and 4 p. M. The New Jersey Accommodation
Line leaves at 12 M., at \$2, tonoping at all way stations.
Through tickets sold for Cincinnati (at \$16) and the West, and
for Baltimore, Washington, Norfolk, Ac, and through begandghecked to Washington is 8 and 10 A. M. and 6 P. M.

STATEN ISLAND and NEW-YORK FERRY
NOTICE—CITEAP EXCURSION—Fare 55 costs. On
and siter April 10, 1864, the bears will leave as follows, until
further notice: Leave Vanderbil'z Landing, Staten Island,
every hour from 6 A. M. to 7 P. M.

NOW YOR, every hour from 6 A. M. to 7 P. M.

HUDSON RIVER RAILROAD.-WINTER ARRANGEMENT -On and after MONDAY, Nov. 20, the Trains will leave Chambers et Station, as follows:
Express Train, 7 A. M., connecting with Northern and West-

rm Tisios Mail Train, 9 A. M., Torough Wey Train, 12 M. Fapress Train, 4:45 P. M., Accommodation Train at 6 P. M. For Poughkeepster Way Passenger Trains at 7:15 and 10:30 For Peakskill at 5,4 and 5:00 P. M.
For Tarrytown at 1 and 5 P. M.
The Tarrytown Peekskill and Poughkeepsis Trains stop at
the Way totalens.

y Statistics or Chambers, Canal, Christopher, 14th and SUNDAY MAIL TRAINS at 2 A.M., from Consist, for DLIVER H. LEE, Vice President.

LONG ISLAND RAILEOAD.-Leave Brook-A. J. A. M. and 4.15 P. M.

A. M. Farmington, A. M. Str. Humpstend, 12 M. and 5 P. M. J. Farmington, A. P. M. Strandson, M. Pour Stonest, at 10 A. M. and 3.45 P. M. J. Annalson, M. M. Pour Stonest, at 10 A. M. and 3.45 P. M. axing System Standard at Highland, M. A. M. Strandard, M. S. M. Strandard, M. M. Strandard, M. M. Strandard, M. A. M. Strandard, M. S. M. S. M. Strandard, M. S. M. S. M. Strandard, M. S. M.

M. I. C. H. I. G. A. N. SOUTHERN RAILROAD

LINE—Travelers for CHUAGO, ST. LOUIS, RANSAS, and all prints West and South West, can obtain Through
Theirst, and all information concerning notes fare, Sc., city
ORK CESTRAL RAILEOUN, by application at the Company's Office, No. 193 Broad-say cor. Deput. to

JOHN F. POSTER General Agant, or
L. P. DUNTON, Ficker Areat.

CAMDEN and AMBOY RAILROAD to PHILADELPGIA, from For No. 1 North River.—Two lines
daily, at 8 A M. and 2 P. M. Morning line and A. M., by
steam but Julies POTTER to SOUTH AMBOY, thence at
2 P. M., by JOHN POTTER to A MBOY, thence direct to Camden, by cars, through in five hours. Fare \$2. Express ins at
2 P. M., by Accommodation and Emprant Line at 1 P. M. Fare \$1.26 Empstrant Line 4 P. M., \$1.75. FOR BOSTON via NEWPORT and FALL

H. RIVER.—The splendd and superior stumers 3AT
STATE Cort was from a series New York every MONDAY WEDNESDAY and PRIDAY at 50 clock P. St. and
EMPIRE STATE, Gast Hendends Boayon leaves New York
every TUP DAY THURSDAY and STUTEDAY, at 50 clock
P. M. Sun Pier No S N. E. coar the Sattory. Both touching at New York each way.

at Now part cash way.

Hereafter no mone will be reported as scenared to any applicant actif the same shall have been paid for.

Freight to floating is forwarden intough with great dispatch. WM. BORDEN, Agent, Nos. 70 and 71 Woods.